

Study Procedures

Study Initiation

- Meet with local staff
- Access the area to be studied

Data Collection

- Collect data on existing and future land use, population, employment information, and traffic volumes
- Research environmental and cultural concerns
- Solicit input regarding local area needs, issues, concerns, etc.

Data Analysis

- Conduct existing and future deficiencies analysis
- Generate future transportation information
- Share findings with local government
- Conduct public informational workshops

Plan Development

- Develop alternative plans
- Review project impacts
- Conduct cost-benefits analysis
- Discuss alternatives with local staff and policy boards
- Conduct public informational workshops
- Discuss and resolve public concerns with local staff
- Work with local staff and policy boards to select recommended plan

Plan Adoption

- Local government conducts public hearings
- Present plan for adoption by local government and NCDOT Board of Transportation

Plan Implementation

- Local government enforces land use controls
- Local government presents project request through TIP process

For additional information please consult the following websites:



<http://www.ncdot.org/doh/preconstruct/tpb/>

<http://www.carteretcountygov.org>



Down East Rural Planning Organization

http://www.eccog.org/document.asp?document_name=rpo/derpo

Draft 2009- 2015 State Transportation Improvement Program (STIP)

<http://www.ncdot.org/planning/development/TIP/TIP/Trans/division2.html>

NCDOT Division of Bicycle and Pedestrian Transportation

<http://www.ncdot.org/transit/bicycle/>



Carteret County Comprehensive Transportation Plan

<http://www.ncdot.org/doh/preconstruct/tpb/planning/CarteretCo.html>



Transportation 2040

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Highway Category Descriptions

Highways divided by a center median

FREEWAY

This roadway has high traffic volumes moving at high speeds. The intent is to move people and goods over long distances without interruption. Access to this roadway is only allowed at interchanges.

For example: I-40, I-95

EXPRESSWAY

This roadway has high traffic volumes moving at medium to high speeds (45-60 mph). Access is allowed to the highway at limited locations. There are no traffic signals, and median openings are limited. U-turns may be allowed at some locations.

For example: US 70 around Goldsboro

BOULEVARD

This roadway moves traffic at lower speeds (30-55 mph) to allow access to developed land. Traffic signals and driveway access are allowed.

For example: NC 55 (Holly Springs Bypass)

Undivided Highways

OTHER MAJOR THOROUGHFARE

Roadways that have more than three lanes for travel are in this category. This category includes all undivided US and NC routes, regardless of number of lanes. These roads are to provide access to local development.

For example: NC 55, NC 306

MINOR THOROUGHFARE

Undivided roadways that have three lanes or less for travel and do not meet the criteria for Other Major Thoroughfare are included in this category. For example: NC 304, SR 1005



Frequently Asked Questions

What is a Comprehensive Transportation Plan?

The Comprehensive Transportation Plan (CTP) was created in response to a new law that requires transportation planning to be multi-modal and in coordination with local land development planning. The CTP is a set of five maps that provides coordinated planning between all modes of transportation in the area. Independently the highway map, public transportation map, rail map, and bicycle map offer insight into the future modal elements for an area. Together, the maps form an all-inclusive look at the transportation system.

What is Transportation Planning?

Transportation planning is the process of developing a long-range plan of action for roadway systems in an area. The main purpose of this plan is to ensure that the roadway system will be able to meet the needs of a community or region with development of land and increases in traffic volumes. It is a tool used by the local government to plan for future transportation needs, while keeping negative impacts to a

minimum. By planning now for future transportation needs, transportation planning can reduce unnecessary costs and disruption to citizens, businesses, and the environment, while improving traveler safety.

What is plan implementation?

Implementation is an important part of the transportation planning process. Carteret County should use their CTP as technical support when requesting projects from the Board of Transportation, the Division Engineer, or the Transportation Improvement Program (TIP). These plans should be used when developing land use, park and recreation, area comprehensive plans, or when making policy decisions to ensure compatibility of proposed developments with the proposed CTP.

What is a Rural Planning Organization (RPO)?

RPOs are made of 3-15 counties and must have at least a population of 50,000. The Down East RPO (DERPO) serves Carteret County, Craven County, Jones County, Onslow County, and Carteret County. It also includes each municipality within those counties. The purpose of an RPO is to work cooperatively with NCDOT to plan rural transportation systems and to advise NCDOT on rural transportation policy.

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